

## **Traffic Records Committee Meeting Minutes 10.3.05**

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Dan Davis CRAB  
Don Fernandes DOH  
Kendra Hensley DOL  
Steve Hillesland CRAB  
Roger E. Horton WSDOT  
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Dave Kinnunen OSPI  
Dave Koch DIS  
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Brian Limotti WSDOT

Liana Liu FHWA  
Chris Madill WTSC  
Dirk Marler AOC  
Mike Martin WSDOL  
Randy McKowan AOC  
Phil Salzberg WSTC  
Kathy Schmitt DOH  
Linda Schincke WSP  
Paul Sullivan WSDOT  
Anna Yamada WSDOT  
Don Zimmer CRAB

### **Introductions: Chris Madill**

### **Mobility CLAS module demonstration: Steve Hillesland**

The Mobility CLAS module is an attempt to provide county engineers throughout the state with useful collision data for collisions occurring in their jurisdictions. All but three or four of the counties in the state are fully utilizing the Mobility Information System as their primary traffic and road log inventory software. Creating a module within CLAS to utilize the current CLAS data feed and display within the existing application provides great value in giving county engineers expanded collision analysis capabilities. Below is an excerpt from the PowerPoint presentation.

#### **CRAB overview**

Operating since 1965 CRAB is currently comprised of:

- Six county commissioners
- Three engineers
- Staff of 16

The following list summarizes CRAB's focus.

- 1) Regulations – monitoring function of related WAC's and RCW's
- 2) Grants – two (competitive) grant programs supporting 39 counties
- 3) Funding – via county gas tax distributed to counties (\$140 million)
- 4) Assistance to counties – Engineering and IT serving as the back office to each county road department for anything and everything.

CLAS is moving into Mobility which is the current program used. The intent of the CLAS module within Mobility is to increase the ability to:

- Make informed decisions about safety improvements in counties
- View CLAS data in a familiar user environment
- Conduct flexible analysis and reporting

- Identify high collision location or areas of concern
- Correlate collision data with system safety attributes

Mobility has the following sorting capabilities:

- By road number and name
- By intersection
- Road features such as culverts, cattle guards
- Road length/reference points
- Traffic studies, and more

Fields available to Mobility users:

- CLAS – collision location access software
- Cross Street
- Section of roadway
- Structure of roadway and related considerations e.g., pavement or drainage
- Traffic
- Needs Analysis
- District
- Routes
- Miscellaneous

Mobility holds the inventory in one place creating a master database where changes are made. This program supports the ability to send the data to CRAB, including the road number, mile post, and assorted road names, intersections and more and input information for counties. Currently, minor changes to the structure are being made and we are working out a few bugs existing in the system. Formatting of the old forms is being retained for consistency and usability purposes.

The following is a status report on the CLAS Module

**Completed:**

- 1) Design of CLAS module for Mobility
- 2) Duplication of the table structure for data within CLAS
- 3) Initial importation of CLAS data into new Mobility tables
- 4) Development of forms for viewing and updating CLAS records
- 5) Modification of Mobility user interface to include CLAS records
- 6) Development of SQL table views and reports

**Close to Completion:** gathering input before completion occurs

- 7) Development of collision analysis routines
- 8) Development of routines for periodic CLAS data distribution
- 9) Testing

**Not Completed:** some of this is scheduled for October

- 10) Deployment and Training –

Chris Madill asked if County engineers were receiving CLAS data feeds and if county engineers were able to utilize the current feed as it stands. Steve answered that very few, if any, county engineers are currently utilizing the 13 tables being sent out to the counties each month. The complexity of the tables

and the lack of a user-friendly way to analyze the data is preventing the county engineers from utilizing it to its fullest potential. WSDOT understands that this feed may need to be changed in order to make the data more user-friendly to the counties. The Mobility CLAS module may be a solution to helping this data to be more accessible for analysis purposes. WSDOT is willing to make necessary changes for the data to be more useful.

Chris also asked what can be done at this level to support the release information and collaboratively announce the roll-out of Mobility/CLAS. Plans are to hold a meeting about the launch.

Mobility Information related to counties:

- o Three large counties run Mobility independently from the CRAB hosted environment: King, Lewis, Spokane, and Pierce

Currently the flow of information travels from DOT to the FTP site then onto CRAB. We may find that counties may shift from DOT to CRAB for current information.

### **Commercial Vehicle Update: Linda Schincke**

Linda reminded us of her involvement in the development of the collision image viewer, used in CLC project.

Per year, 1,350 – 1,400 collisions occur involving commercial vehicles. Reliability of information in rural areas may vary, often supplemental sheets designed to track commercial vehicles involved in collisions are not completed. Brian sent Kathy 900 possible vehicle collisions when we know a much larger number of incidents are reported annually. Vehicle class code do not allow us to consistently determine if the collision is connected to a commercial vehicle. Therefore, some times a collision gets assigned to the wrong class and is not counted correctly as a commercial vehicle collision. Data is now being comprehensively gathered through an FTE dedicated to this effort. Also, a programmer has been hired to work on this project with Paul Sullivan. By the end of October or November we will have another progress update.

### **USC 409 Update: Brian Limotti**

Brian Limotti reports a draft WAC is being developed to reinforce section 409 (state patrol led WAC) and public disclosure. Brian will follow-up at next month's meeting regarding the development of the WAC. Brian requests that committee members provide input to help draft the rule.

### **Follow-up to Collisions Centers: Roger Horton**

Roger is interested in identifying a pilot project to test the collision center concept. Roger reported that the insurance industry in Canada has set up Collision Centers to handle the reporting of non-injury accidents. Parties involved in a collision are required to report to a Collision Center within 24 hours in city and suburbs and within 48 hours in rural settings. At the collision center a law enforcement officer will take a report, pictures, and write up details on the

incident. So far, the insurance industry has found it reduces insurance fraud. Officers like it because it reduces the time it takes responding to collisions in the field and allows them to address the more serious incidents where their service is needed.

#### **Insurance Barcodes for Law Enforcement: Chris Madill**

Chris reported we continue to support the concept of insurance cards carrying barcodes linking the VIN number and other pertinent information related to the driver's insurance coverage. Fritz Denzer provided the addresses of presidents of PEMCO, SafeCo, Allstate, and Mutual of Enumclaw. Chris will be composing letters to the insurance company presidents to solicit information on plans to place barcodes on the insurance cards. Chris Madill clarified that Washington State Department of Licensing does not currently regulate content of an automobile insurance card. Chris is in the process of gathering critical information that should be captured; we need to identify and communicate what fields are desired in order to capture the necessary information for the collision report.

Benefits included:

- Harder to forge a card with bar code information present
- Better data at collisions
- Correct information and more speedy processing for officers

#### **SECTOR Software Update: Dan Belles**

Statewide Electronic Collision & Ticket Online Records = SECTOR  
Dan reported that they are in the middle of SECTOR software development. Revisions in the program are occurring from what was learned in previous demonstrations. Records, Clerks, IT officers have offered feedback on SECTOR. Next demonstration held at the Redmond Council Chambers on October 26, 2005. Demonstration will be held at WASPC, and LEIRA. Dirk Marler reported the signature piece, related to this project, is moving forward and will be an upcoming agenda item for WASPC with the assumption that AOC will play a supporting role. AOC is working with the courts to promote electronic ticketing; it removes the violator's requirement to sign the paper ticket. Dirk reported education of the district and municipal courts is going well and recommended more education for judges. An important link to judges will include court managers who can create dialogue with them to increase the advancement of this effort.

Dan reminded us of the need for an FTE (State Patrol) to support SECTOR. The FTE will be phased in, beginning with one then looking at growth and need. Dan's analysis showed to properly support SECTOR software it takes four FTE's. Grant funded through 2006 at \$250,000 have been ear marked for FTE. In 2007-2009 we will need to establish a way to keep the FTE's. The committee will be reviewing other sources of funding and the related requirement.

The idea of a wireless hotspot at WSDOT fueling stations was discussed. Because WSP troopers often use WSDOT fueling stations to fuel their vehicles, there is a possibility of creating wireless hotspots at the stations for WSP

troopers to wirelessly transmit their tickets and collision reports. The hotspots would also serve WSDOT employees and their needs for network/internet connectivity.

Dan Belles requested we deliver the following items in a statement of work.

- Requirements with use
- Functional specifications
- Design and architecture documents
- Schedule and construction estimates

**Next Meeting:** November 7, 2005 at 1:30.